

Company Surgeons

Location

DR. A. PHILO HOWARD, Chief Surgeon, Houston Clinic Bldg. Houston
 DR. M. B. STOKES, Asst. Chief Surgeon.....Houston
 DR. W. B. THORNING, Asst. Chief Surgeon.....Houston
 DR. G. C. FARRISH, Eye, Ear, Nose and Throat.....Houston
 DR. HODGES McKNIGHT, Local Surgeon.....Ft. Worth
 DR. R. J. WHITE, Local Surgeon.....Ft. Worth
 DR. C. B. CARTER, Local Surgeon.....Dallas
 DR. ELBERT DUNLAP, Consulting Surgeon.....Dallas
 DR. T. G. ESTES, Eye, Ear, Nose and Throat.....Waxahachie
 DR. J. B. JENKINS, Local Surgeon.....Waxahachie
 DR. M. E. HASTINGS, Local Surgeon.....Waxahachie
 DR. FRED L. STORY, Local Surgeon (PO Ennis, Texas).....Bardwell
 DR. W. T. SHELL, Sr., Local Surgeon.....Corsicana
 DR. W. T. SHELL, Jr., Local Surgeon.....Corsicana
 DR. W. P. HARRISON, Local Surgeon.....Teague
 DR. M. GAGE, Local Surgeon.....Teague
 DR. O. T. Christoffer, Local Surgeon.....Mexia
 DR. JOE ROGERS, Local Surgeon.....Normangee
 DR. J. E. BURNEY, Local Surgeon.....North Zulch
 DR. G. C. SANDERS, Local Surgeon.....Richards
 DR. A. O. YAEGE, Local Surgeon.....Tomball
 DR. JOHN Q. McGIVNEY, Local Surgeon.....Galveston

Official Hospitals:

Name	Place	Telephone
St. Joseph's Hospital	Fort Worth, Texas, 1401 So. Main	3-2371
St. Joseph's Infirmary	Houston, Texas, 1910 Crawford	FA-5151

Emergency Hospitals:

Baylor Hospital	Dallas, Texas, 3500 Gaston	Victor 5411
St. Paul Hospital	Dallas, Texas, 3121 Bryan	Tennison 4144

General Claim Agent:

D. W. McHUGH, Fort Worth, Texas

Claim Agent:

LYLE C. CAMERON, Houston, Texas

C. C. CUNNINGHAM,
Superintendent

O. W. LIMESTALL,
Gen'l Sup't Transportation

C. H. GRAY,
Sup't Motive Power

B. F. WELLS,
Ass't General Manager

F. R. HOSACK,
Gen'l Sup't Motive Power

C. L. FRANKLIN,
General Manager

D. B. JENKS,
Vice President-Operations

Chicago, Rock Island & Pacific Railroad Fort Worth & Denver Railway Co.

TIME TABLE

JOINT TEXAS DIVISION (CRI&P RR Operating)

No. 1

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, JANUARY 20, 1952

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of employes.

Southward				Main Line				Northward			
SECOND CLASS		FIRST CLASS		SUBDIVISION 1 STATIONS				FIRST CLASS		SECOND CLASS	
93	75	3	507	SUBDIVISION 1 STATIONS				4	508	76	98
Texas Special	Red Ball	Sam Houston Zephyr	Twin Star Rocket	Time Table No. 1				Sam Houston Zephyr	Twin Star Rocket	Red Ball	Texas Special
January 20, 1952				LEAVE				Distance From Ft. Worth			
Daily				Daily				Station Numbers			
P.M. 6:00	P.M. 3:00	P.M. 4:05	A.M. 8:20	FT. FT. WORTH PASSENGER STATION	0.0	0	P.M. 1:25	P.M. 9:55	A.M. 7:45	P.M. 9:30	
6:45	3:20			FR. . . . FWAD YARD FT. WORTH	0.0	0			7:00	8:45	
		4:45	9:15	F. . . . CRI&P YARD FT. WORTH	0.2	02	P.M. 12:42	9:10			
		5:00	9:25	UT. . . . DALLAS	35.5	036	12:37	9:00			
9:00	5:15			CJ. . . . CADIZ ST. JCT.	36.1				6:00	7:20	
				ENDOT	299.8		A.M. 11:52	8:18	4:32	5:41	
9:58	6:23	5:37	10:02	MKT JCT	271.6						
10:01	6:25	5:39	10:04	WK. . . . WAXAHACHIE	270.9	066	11:51	8:16	4:30	5:39	
				TNO CROSSING	270.4						
10:10	6:40	5:45	10:10	REAGOR SPRINGS	264.8	072	11:45	8:10	4:15	5:13	
10:18	6:50	5:51	10:16	BM. . . . BARDWELL	258.7	078	11:40	8:05	4:05	5:05	
10:25	7:01	5:55	10:20	ONION CREEK	253.4	084	11:35	8:00	3:55	4:57	
10:32	7:10	6:00	10:25	EMHOUSE	248.4	089	11:31	7:56	3:45	4:50	
10:45	7:48	6:09	10:34	CORSICANA	239.9	097	11:23	7:48	3:30	4:38	
				SSW CROSSING	239.7						
10:57	8:10	6:17	10:42	NAVARRO	231.5	106	11:14	7:38	3:15	4:25	
11:10	8:25	6:24	10:49	STRETMAN	222.4	115	11:06	7:31	3:01	4:12	
11:20	8:35	6:30	10:59	KIRVIN	214.7	122	10:59	7:25	2:50	4:01	
11:40	9:00	6:39	11:09	TEAGUE	204.3	133	10:50	7:17	2:30	3:40	
5:40	6:00	1:39	1:44	SCHEDULE TIME			1:47	1:43	5:15	5:50	
20:3	20:2	58:0	56:3	AVERAGE SPEED PER HOUR			54.7	56.8	25.3	22.8	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 507, 508, 3 AND 4 NOT LESS THAN 15 MINUTES
FORM Y ORDERS AUTHORIZED

Southward				Main Line				Northward			
SECOND CLASS		FIRST CLASS		SUBDIVISION 2 STATIONS				FIRST CLASS		SECOND CLASS	
75	93	3	507	SUBDIVISION 2 STATIONS				4	508	76	98
Red Ball	Texas Special	Sam Houston Zephyr	Twin Star Rocket	Time Table No. 1				Sam Houston Zephyr	Twin Star Rocket	Red Ball	Texas Special
January 20, 1952				LEAVE				Distance From Houston			
Daily				Daily				Station Numbers			
P.M. 10:00	A.M. 12:40	P.M. 6:40	A.M. 11:11	DD. . . . TEAGUE	0.0	0133	A.M. 10:48	P.M. 7:16	A.M. 93	P.M. 2:40	
10:11	12:52	6:46	11:18	FREESTONE	6.2	0139	10:41	7:10	12:25	2:05	
10:20	12:59	6:50	11:24	DONIE	11.1	0144	10:37	7:06	12:18	1:55	
10:31	1:10	6:59	11:32	NEWBY	19.7	0153	10:30	6:59	12:07	1:40	
10:43	1:22	7:08	11:39	CONCORD	27.7	0161	10:23	6:49	11:55	1:25	
10:55	1:35	7:15	11:46	FLYNN	35.8	0169	10:16	6:42	11:43	1:10	
11:07	1:47	7:22	11:53	NORMANEE	44.7	0179	10:09	6:34	11:31	12:55	
11:20	1:58	7:28	11:59	NORTH ZULCH	52.5	0186	10:03	6:27	11:20	12:41	
				ZULCH TANK	56.1	0188					
11:42	2:13	7:35	12:07	IOLA	62.9	0196	9:55	6:20	10:59	12:26	
11:49	2:20	7:39	12:11	GRIMES	68.2	0202	9:51	6:16	10:52	12:11	
11:56	2:27	7:43	12:16	SINGLETON	73.8	0207	9:47	6:12	10:45	11:48	
12:05	2:37	7:48	12:21	SHIRO	79.0	0212	9:42	6:08	10:35	11:40	
12:15	2:47	7:53	12:26	RICHARDS	85.3	0218	9:37	6:03	10:25	11:30	
12:25	2:57	7:59	12:32	DACUS	92.5	0226	9:32	5:57	10:15	11:20	
12:35	3:07	8:05	12:37	DOBBIN	98.6	0232	9:26	5:51	10:05	11:10	
				GCSF CROSSING	98.7						
12:47	3:20	8:13	12:46	KAREN	107.1	0240	9:19	5:43	9:52	10:58	
12:54	3:27	8:18	12:51	VENTURA	112.6	0246	9:14	5:38	9:45	10:50	
1:10	3:40	8:23	12:56	TOMBALL	119.5	0253	9:08	5:33	9:35	10:40	
1:20	3:50	8:27	1:01	LOUETTA	125.9	0259	9:03	5:28	9:25	10:30	
1:30	4:01	8:32	1:06	NORTH HOUSTON	132.9	0266	8:58	5:23	9:15	10:20	
1:40	4:11	8:37	1:11	ROSSLYN	139.4	0273	8:53	5:18	9:05	10:10	
1:55	4:30	8:45	1:19	BELT JCT	146.9		8:46	5:11	8:50	9:55	
				Houston Union Station	152.0						
				HA. . . . New So. Yd. Houston	158.4	0285					
				GZ. . . . GALVESTON FRT. YD.	206.6	0337					
5:00	5:50	2:20	2:24	SCHEDULE TIME			2:13	2:16	4:55	5:40	
31:6	27:2	65:1	64:3	AVERAGE SPEED PER HOUR			68:0	67:0	32:2	27:9	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 507, 508, 3 AND 4 NOT LESS THAN 15 MINUTES
FORM Y ORDERS AUTHORIZED

Southward

Main Line

Northward

SUBDIVISION 3 STATIONS

Time Table No. 1
January 20, 1952

Signs	Capacity of		Mile Post	LEAVE	Distance From Y. Signal	Station Number
	Other Tracks	Siding				
YYd	52	Yard	A217.9	M.....MEXIA.....	13.6	M-147
FERTW Y Yd	Yard	Yard	204.3	DO.....TNO CROSSING.....	12.1	
				DO.....TEAGUE.....	0.0	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
TIME TABLE RULE 14 IN EFFECT

SPECIAL INSTRUCTIONS GOVERNING ROCKET AND ZEPHYR PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds permitted.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

When using drawbridges, railroad crossings or moving thru towns or cities where speed is governed by ordinance, must not exceed speed designated for other passenger trains unless otherwise specified, and approaching train order signal displaying stop indication must sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

Passenger trains consisting of Rocket or Zephyr equipment handled by steam passenger engines and passenger trains with conventional equipment handled by diesel engines must not exceed speed authorized for steam passenger trains.

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded.

Diesel passenger engines operating light without cars must not exceed maximum speed of 55 MPH and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

Diesel powered streamliner passenger trains of other railroads detouring must not exceed steam passenger train speed.

SPEED RESTRICTIONS FOR ROCKET AND ZEPHYR PASSENGER TRAINS AS FOLLOWS:

Southward MPH		Condition	M. P. Location	Northward MPH	
Zone	Other			Zone	Other
45	..		57.5 to 60.7	45	..
75	75	Curve	60.7 to 91.0	79	75
75	60	Curve	91.0 to 102.0	75	60
60	50	Curve	102.0 to 107.0	60	50
75	50	Curve	107.0 to 129.0	75	50
..	50	Curve	129.0 to 145.0	..	50
79	75	Curve	145.0 to 174.3	79	60
..	75	Curve	174.3 to 180.7	..	75
..	75	Curve	180.7 to 182.3	50	..
79	..	Curve	182.3 to 199.7	75	..
40	..	Curve	199.7 to 204.0	79	..
79	..	Curve	204.0 to 205.3	40	..
..	..	Curve	205.3 to 220.2	79	..
75	65	Curve	220.2 to 224.9	75	65
79	75	Curve	224.9 to 239.0	79	75
45	20	SSW Crossing between home signals.	239.0 to 241.3	45	20
79	..	Curve	241.3 to 261.1	79	60
..	75	Curve	261.1 to 263.3	..	75
75	60	Curve	263.3 to 269.7	75	60
79	30	Curve	269.7 to 270.8	79	30
Restricted Speed	..	*Between north switch of siding Waxahachie and MKT Junction.		Restricted Speed	..

*No roadway signals.
When using any turnout or cross-over not otherwise specified will not exceed speed designated for other trains.

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

Within the limits of municipalities, enginemen will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

Authorized speed through switch leads of turnouts:

No. 15 No. 10 Less than No. 10	Rockets		Steam	
	Pgr.	Frt.	Pgr.	Frt.
	30	25	20	20
	15	15	15	15
	10	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve

ALL SUBDIVISIONS

Passenger Diesel Series 402 to 411, Inclusive.	70			
Consolidated except 2100 series and Mikado engines handling passenger trains	50	50		
2100 series	35	35	35	35

Through Switch Leads of Turnouts at end of two or more tracks

Tangent track movement through spring switches	35		35	
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Passenger trains handling freight cars

	Freight	Train	Speed
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Trains and engines making movement against current of traffic on two main tracks over facing point switches

	30		30
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Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only)

	10	10	10	10
--	----	----	----	----

Trains hauling dead engines with main rods removed and side rods in place

		25	20
With all rods down		10	10

Switch engines without engine trucks

		18	18
--	--	----	----

Engines with drivers blocked up

	30	30	30	30
--	----	----	----	----

Engines and passenger motor cars to be moved dead in trains will be placed in train ONLY when instructed by Chief Dispatcher who will advise all concerned regarding maximum speed permitted by train handling.

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Steam engines and diesel freight engines running forward without cars or with caboose only must not exceed a speed of 10 MPH less than authorized freight train speed.

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Steam engines running backward, with or without cars, must not exceed a speed of 25 MPH.

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Diesel switch engines, Class S-15 and other small type diesel engines must not be operated on main tracks or to foreign line connections nor through interlocking plants unless coupled with one or more cars.

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When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, preferably a system empty, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the Dispatcher.

LOCATION

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W				
500 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
500 HP Diesel-Electric Switchers, in 700 Series				
Motor Car No. 9912	40	40	40	40
Other motor cars towed or handled in train	60	60	50	45

Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits

	10	10	10	10
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Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:

With bottom supported		25	15
With boom removed or not supported		15	15

NOTE: These instructions will not apply to wrecking derricks, with boom supported, when trained behind engine in wreck train service.

In such cases following speed on the territory involved will govern:

Subdivisions 1, 2

		30	30
		15	15

Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars.

NOTE: Ditchers, or other types of spreaders, handled in trains in through movements must have wings in trailing position when practicable, while movement being made.

NOTE: Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be discocked, taken down and securely fastened to the floor of the car. Detsour movements, Foreign Lines Pgr. trains must not exceed speed authorized for conventional type Pgr. Trains

NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.

SUBDIVISION 1

	Passenger Trains MPH	Freight Trains MPH
Maximum speed	70	50
Around all curves unless otherwise specified.	60	..
SSW Crossing, MP 239.7	30	20
Around curve MP 240.5	30	20
Around curve MP 244.4	50	40
Around curve MP 263.1	55	40
Between MP 269.7 and MP 270.8	20	20
Between north switch of siding Waxahachie and MKT Jct.	Restricted Speed	Restricted Speed

SUBDIVISION 2

	Passenger Trains MPH	Freight Trains MPH
Maximum speed	70	50
Around all curves unless otherwise specified.	60	..
Around curve MP 102.2	50	40
Around curve MP 103.0	45	35
Around curve MP 112.0	45	35
Around curve MP 125.0	50	40
Around curve MP 176.1	45	35
Around curve MP 181.0	45	35
Around curve MP 182.0	45	35

SUBDIVISION 3

Maximum speed	20	20
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SPECIAL INSTRUCTIONS

Rule 2. FW&D Yard, Fort Worth, is initial station for trains other than first class.

2a. T&P Station, Fort Worth, is initial station for FW&D first class trains, and Fort Worth Union Passenger Station is initial station for Rock Island first class trains.

2b. Cadiz Street Junction is the initial station for Rock Island and FW&D trains, other than first class.

2c. Waxahachie is initial station for southward trains.

2d. South Yard, Houston, is initial station for all trains.

2e. Galveston is initial station for all trains.

4. Restricted use of register books.

*Fort Worth—TP Passenger Station.

*GCSF Yard Office 17th St.

—Trains originating and terminating.

Fort Worth—FW&D Yard Office—Trains originating and terminating.

Poach Street Yard—Trains originating and terminating.

Cadiz Street Junction—Rock Island extra trains.

Dallas—Dallas Terminal Station—First class trains.

Waxahachie—Trains originating and terminating.

Teague—Trains originating and terminating.

Belt Junction—Trains originating and terminating. Freight trains only.

Houston—Union Depot—Trains originating and terminating.

South Yard, Houston—Trains originating and terminating.

Galveston—Trains originating and terminating.

South Yard is register station for trains destined Galveston.

GCS&F 50th Street Telegraph Office—Register by Santa Fe form.

4a. All through trains will register by Form 1329 at Waxahachie.

4b. Second class and extra trains register Belt Junction by Form 1339.

5. Bulletin Boards and General Order Books are located at:

Ft. Worth TP Passenger Station.

Ft. Worth FW&D Yard Office and Roundhouse.

Ft. Worth CR&P Yard Office and Roundhouse.

Ft. Worth GCSF Yd., Office, 17th St.

Dallas Union Terminal Station.

Teague Passenger Station.

Houston HST Union Station.

Houston HBT New South Yard and Roundhouse.

Galveston Yard Office.

Galveston Freight Depot.

5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate stations on a subdivision.

5b. Conductors and Enginemen running over more than one division must consult Bulletin Board and General Order Book at the initial station on each division, except where they have consulted the Bulletin Board and General Order Book of such division at the initial station of run.

6. Standard Clocks are located at:

Fort Worth TP Passenger Station.

Fort Worth TP Freight Yard.

Fort Worth FW&D Telegraph Office.

Fort Worth GCSF Yard Office, 17th Street.

Dallas GCSF Yard.

Dallas Union Terminal Station.

Dallas Cadiz Street Telegraph Office.

Waxahachie Passenger Station.

Teague Crew Caller's Office.

Houston Union Station.

Houston South Yard.

8. "H" Flag stop to receive or discharge traffic.

"G" Conditional stops for revenue passengers only.

"R" Regular stop.

14. Following rule in effect on subdivisions where so specified in footnotes of Time Table.

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

"After (time) (train) protect against extra....."

Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed train may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

16. When on foreign lines tracks, trains and engines at Ft. Worth, Dallas, Houston and between Houston and Galveston will be governed by T&P Ry., UT Co., H&T Co., and GCS&F Ry. Companies Operating Rules Timetables and Special Instructions.

16a. Trains between Dallas and Endot, Dallas, are governed by rules and timetable of U. T. Co.

16b. Trains between Endot, Dallas, and MK&T Jct. are governed by rules and timetable of MK&T RR.

16c. Trains between Belt Junction, Houston Union Station and New South Yard, Houston, are governed by rules and timetable of HB&TRy.

16d. Trains between New South Yard, Houston and Galveston are governed by rules and timetables of GCS&FRy.

26c. T&N O Crossing at MP A-216.4, Subdivision No. 3, is protected by cabin type interlocking. Instructions for operations are posted in cabin.

28a. All employes are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through, or under the following named bridges or viaducts:

Subdivision	MP	Kind of Structure
1	240.57	TNO Overhead Bridge.
1	251.36	TE Viaduct Overhead.
1	270.35	Fortune
1	271.05	Overhead Highway Bridge.
2	83.30	I-GN Overhead Bridge.
2	131.00	Overhead Highway Bridge.
2	175.00	Overhead Highway Bridge.
2	183.36	I-GN Overhead Bridge.
2	183.42	Overhead Highway Bridge.
3	A218.04	Overhead Highway Bridge.

31. Industrial or spur tracks between stations are located at:

Sub-Div.	MP	Name	Station No.	Car Capacity
1	208.1	*Simsboro	129	3
2	62.5	*Oak Forest	63	27
2	68.31	*Housh Drilling Co. Spur	71	5
2	68.4	*Fortune	73	11
2	68.5	*Carbon Spur	73	19
2	69.5	*Hudson	74	44
2	74.8	*Edclauder	78	24
2	82.5	*Humble Oil Spur	86	18
2	84.9	*Moystyn	97	13
2	132.9	*Polk	136	9
2	155.5	*George	159	3
2	174.0	*Cullinan	177	3
2	183.3	*Koch	177	12
3	214.3	*Holden	195	35
3	215.5	*Coffield	217	32

*Spur connected at south end.
*Spur connected at north end.

35. At stations where emergency telephones are located, conductor should communicate with train dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

The following letters in "station" and "sign" columns indicate:

- F—Fuel station.
- K—Standard clock.
- R—Train register station.
- T—Turn table.
- W—Water station.
- Y—Wye.
- Yd—Station where Yard Limit signs are maintained.

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers	4 1/2 inches
Rocket train cars only	7 inches
Gas-Electric motor cars	3 inches
Conventional passenger cars	12 inches

When operating under own power, controller should be in Series position.

TRAIN ORDER OFFICES

OFFICE HOURS

Week Days

Except Saturday

*Sundays and Holidays

**Saturdays

***Daily

SUBDIVISION 1

From	To
Fort Worth FW&D Yard	Continuous
Dallas	Continuous
Cadiz Street Jct.	Continuous
Waxahachie	8:00 a.m. 6:00 p.m.
Bardwell	Continuous
Corleanna (SSW Crossing)	8:00 a.m. 5:00 p.m.
Streetman	Continuous
Teague	Continuous

SUBDIVISION 2

Teague	Continuous
Newby	8:30 a.m. 5:30 p.m.

SUBDIVISION 2 (Cont.)

From	To
Normanges	*—8:00 a.m. 6:00 p.m.
North Zulch	*—8:00 p.m. 6:00 a.m.
Singleten	8:00 a.m. 5:00 p.m.
Dobbin (GCSF Crossing)	Continuous
Temball	*—7:00 a.m. 11:00 p.m.
Belt Jct.	Continuous
New South Yard	Continuous
Houston Union Station	Continuous
Galveston	8:30 a.m. 5:30 p.m.

SUBDIVISION 3

Mexia	8:00 a.m. 6:00 p.m.
Teague	Continuous

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	65	54.5	85	42.4	140	25.7
34	106.0	67	53.7	86	41.9	145	24.8
36	100.0	69	52.9	87	41.4	150	24.0
38	94.7	69	52.1	88	40.9	155	23.2
40	90.0	70	51.4	89	40.4	160	22.5
42	85.7	71	50.7	90	40.0	170	21.2
45	80.0	72	50.0	91	39.6	180	20.0
48	75.0	73	49.3	92	39.1	190	18.9
50	72.0	74	48.6	93	38.7	200	18.0
52	69.2	75	48.0	94	38.2	210	17.1
54	66.6	76	47.4	95	37.9	220	16.4
56	64.2	77	46.7	100	36.0	230	15.6
58	62.0	78	46.1	105	34.3	240	15.0
60	60.0	79	45.6	110	32.7	250	14.4
61	59.0	80	45.0	115	31.3	260	13.8
62	58.0	81	44.4	120	30.0	270	13.3
63	57.1	82	43.9	125	28.8	280	12.8
64	56.2	83	43.4	130	27.7	290	12.4
65	55.3	84	42.9	135	26.7		

H. H. HUDSON, Chief Dispatcher.

J. L. STOVER,
G. R. MULCAHY,
T. E. STOVER,
M. H. SCARBOROUGH,
J. W. WOOD,

Train Dispatchers,
Teague, Texas.

R. E. LAKE, Asst. Supt.
A. CHOATE, Trainmaster-Road Foreman of Eng., Teague, Texas
J. H. KASMEIER, Master Mechanic, Ft. Worth, Texas